



**UNION PACIFIC RAILROAD COMPANY**  
**SOUTH-CENTRAL DISTRICT**



**CALIFORNIA DIVISION**

**TIME-TABLE**  
**No. 7**

**Effective Sunday,**  
**April 29, 1951**

at 12:01 A. M. Pacific Time

*Be Careful Today*

**FOR EMPLOYEES ONLY**



**F. C. PAULSEN** General Manager  
**A. D. HANSON** General Superintendent Transportation

**D. F. WENGERT**  
 General Superintendent

**V. W. SMITH, Superintendent** . . . . . Los Angeles, Cal.  
 E. J. HILTON, Terminal Superintendent. Los Angeles, Cal.  
 W. J. FOX,  
 Assistant Terminal Superintendent. . . Los Angeles, Cal.  
 W. B. GROOME, Assistant Superintendent. Las Vegas, Nev.  
 F. H. BLAIR, Trainmaster. . . . . San Bernardino, Cal.  
 R. F. WEISS, Master Mechanic. . . . . Los Angeles, Cal.  
 D. C. KRAMER,  
 Road Foreman of Engines. . . . . Los Angeles, Cal.  
 W. T. SANDLIN,  
 Road Foreman of Engines. . . . . Los Angeles, Cal.  
 L. C. WILLIAMS,  
 Road Foreman of Engines. . . . . Las Vegas, Nev.  
 P. G. MARTIN, Division Engineer. . . . . Los Angeles, Cal.  
 W. R. KEAY, General Roadmaster. . . . . Los Angeles, Cal.

**First Subdivision and Branches**

R. A. FORBES, Chief Train Dispatcher. . . Las Vegas, Nev.  
 R. L. GUNDY,  
 Asst. Chief Train Dispatcher. . . . . Las Vegas, Nev.  
 J. L. HULIHAN,  
 Asst. Chief Train Dispatcher. . . . . Las Vegas, Nev.  
 W. A. McCALL,  
 Asst. Chief Train Dispatcher. . . . . Las Vegas, Nev.

**Second Subdivision and Branches**

L. W. FLAHERTY,  
 Chief Train Dispatcher. . . . . Los Angeles, Cal.  
 P. V. COX, Asst. Chief Train Dispatcher. Los Angeles, Cal.  
 J. E. MUNCEY,  
 Asst. Chief Train Dispatcher. . . . . Los Angeles, Cal.  
 H. W. STOKER,  
 Asst. Chief Train Dispatcher. . . . . Los Angeles, Cal.

**UNION PACIFIC RAILROAD EMPLOYEES HOSPITAL  
 ASSOCIATION PHYSICIANS AND SURGEONS  
 ARE LOCATED AS SHOWN BELOW:**

NAME	TITLE	PLACE	TERRITORY
Douglas L. Gamette	Medical Director	Los Angeles	Roach to Las Vegas
J. J. Hamill	Surgeon	Las Vegas	Las Vegas
C. G. Scruggs	Surgeon	Las Vegas	Las Vegas
J. B. Demman	Surgeon	Las Vegas	Las Vegas
Geo. J. Madsen	Oculist	Las Vegas	Las Vegas
J. E. Ballachey	Surgeon	Yermo	Barstow to Calada
P. W. Lawler	Surgeon	Victorville	Hesperia to Barstow
Leland Jacobson	Surgeon	San Bernardino	Hesperia to Colton
J. N. McAllister	Surgeon	San Bernardino	Hesperia to Colton
T. A. Card	Surgeon	Riverside	Ontario to Colton
R. E. Fisher	Surgeon	Pomona	Ontario to Rowland
W. A. Sullivan	Surgeon	Ontario	Riverside to Pomona
W. W. Schultz	Surgeon	Puente	Rowland and Vicinity
E. M. Pettis	Surgeon	Fullerton	Fullerton to Anaheim
E. L. Shultz	Surgeon	East Los Angeles	East Los Angeles and Montebello
W. W. Meier	Surgeon	East Los Angeles	Lynwood & Vicinity
F. K. Anderson	Surgeon	Los Angeles	North Los Angeles
Harry A. Baers	Oculist & Aurist	Los Angeles	Los Angeles
W. H. Ball	Surgeon	Los Angeles	Los Angeles
A. V. Keese	Surgeon	Los Angeles	Los Angeles
A. L. Kobal	Surgeon	Los Angeles	Los Angeles
H. M. Mason	Surgeon	Los Angeles	Los Angeles
W. W. Mead	Surgeon	Los Angeles	Watts & Compton Area
R. W. Moore	Surgeon	Los Angeles	Los Angeles
E. M. F. Weaver	Oculist & Aurist	Los Angeles	Los Angeles
A. W. Williams	Surgeon	Los Angeles	Los Angeles
E. C. Wunderlich	Surgeon	Los Angeles	Westchester, Hawthorne, Palos Verdes to Santa Monica
C. A. Zabbia	Surgeon	Los Angeles	Los Angeles
R. A. Zak	Surgeon	Huntington Park	South Gate & Vicinity
G. H. Quillen	Surgeon	Wilmington	San Pedro to Long Beach
W. W. Horst	Surgeon	Wilmington	San Pedro to Long Beach
R. B. Eusden	Surgeon	Long Beach	Paramount to Long Beach
H. G. Gramlich	Surgeon	Long Beach	Paramount to Long Beach
R. H. Munford	Surgeon	La Habra	La Habra and Vicinity
J. M. Schlund	Surgeon	Whittier	Whittier & Vicinity
H. G. Westphal	Surgeon	Glendale	Glendale and Vicinity
J. S. Hibben	Surgeon	Pasadena	Pasadena to Los Angeles
G. L. Barnum	Surgeon	Pasadena	Pasadena
J. E. Cummings	Surgeon	Highland Park	Highland Park & Eagle Rock
W. G. Patton	Oculist & Aurist	Alhambra	Alhambra
D. P. Nebeker	Surgeon	Arcadia	Alhambra & Monterey Park
W. W. Woods	Surgeon	Alhambra	Alhambra & Monterey Park
C. T. Poulson	Surgeon	Inglewood	Inglewood & Vicinity
J. C. Sharpe	Surgeon	West Los Angeles	Beverly Hills & W. Los Angeles
D. O. Lagerlos	Surgeon	West Los Angeles	Beverly Hills & W. Los Angeles
G. R. Dunlevy	Surgeon	Hollywood	Beverly Hills, Hollywood & Vicinity
T. M. Hearn	Surgeon	Hollywood	North Hollywood
J. E. Bergmann	Surgeon	Santa Monica	Santa Monica & Vicinity

**Standard clocks are located as shown below:**

Las Vegas . . . Freight Enginemen's Locker Room	Yermo . . . . . Enginemen's Locker Room
Las Vegas . . . . . Passenger Enginemen's Locker Room	San Bernardino . . . Union Pacific Round House
Las Vegas . . . . . Conductor's Register Room	East Yard . . . . . Enginemen's Locker Room
Las Vegas . . . . . Telegraph Office	East Yard . . . . . Dispatcher's Office
Las Vegas . . . . . Yard Office	East Yard . . . . . 4th St. Yard Office
Las Vegas . . . . . Dispatcher's Office	Los Angeles . . . . . Union Station Telegraph Office
Kelso . . . . . Telegraph Office	Los Angeles . . . . . Union Station Enginemen's Locker Room
Yermo . . . . . Telegraph Office	

**CONDENSED TIME-TABLE**

WESTWARD					EASTWARD											
FIRST CLASS					FIRST CLASS											
9	103	1	37	Distance from Ogden	Time-Table No. 7		Mile Post	10	2	104	38					
Passenger	Streamliner Passenger	Passenger	Passenger		April 29, 1951			Passenger	Passenger	Streamliner Passenger	Passenger					
Daily	Daily	Daily	Daily		STATIONS											
8.25	5.25	5.00	7.00	0.0	MT	OGDEN	MT	0.0	A	5.50	A	7.10	A	8.35	A	6.40
9.20	6.10	5.50	8.00	36.8	MT	SALT LAKE CITY	MT	36.8		5.00		6.20		7.50		5.45
9.10	5.20	5.00	8.20		PT		PT	784.0		3.40		5.10		6.40		4.15
11.20	7.14	7.14	11.20	154.4		LYNN DYL		665.9		1.25		2.46		4.46		1.30
12.55	8.30	8.55	1.35	248.5		MILFORD		576.8		11.55		1.25		3.37		11.40
1.40	8.57	9.25	2.15	278.9		LUND		541.4		11.10		12.32		3.00		10.50
4.00	10.30	11.20	4.20	360.8		CALIENTE		459.5		9.10		10.43		1.24		8.40
6.55	1.15	2.30	7.45	486.1		LAS VEGAS		384.2		6.30		7.45		10.55		5.40
7.10	1.25	2.45	8.15							6.15		7.30		10.45		5.10
10.30	4.07	6.00	12.10	657.1		YERMO		168.2		2.53		4.12		7.45		12.40
10.53	4.25	6.25	12.50	670.5		BARSTOW		150.1		2.25		3.52		7.27		12.10
1.00	6.25	8.35	3.10	751.8		SAN BERNARDINO		67.8		12.20		1.50		5.38		9.55
1.10	6.33	8.45	3.20	754.8		COLTON		64.5		12.07		1.37		5.25		9.32
1.25	6.45	9.00	3.40	761.8		RIVERSIDE		57.5		11.55		1.25		5.13		9.15
1.48	7.03	9.23	4.20	781.5		ONTARIO		37.8		11.28		1.00		4.53		8.35
1.57	7.11	9.32	4.40	787.8		POMONA		32.0		11.20		12.50		4.46		8.27
2.30	7.40	10.10	5.25	818.6		EAST LOS ANGELES		5.7		10.50		12.20		4.20		7.50
A 3.00	A 8.00	A 10.40	A 6.00	821.0		PT LOS ANGELES	PT	0.0		10.30		12.01		4.00		7.30
								821.0		Daily		Daily		Daily		Daily
(19.35)	(15.35)	(18.40)	(24.00)							(18.20)	(18.09)	(15.35)	(22.10)			
41.9	52.7	44.0	34.2							44.8	45.2	52.7	37.0			

Light figures indicate A.M. Heavy figures indicate P.M.

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
30"	120.	41"	87.8	52"	69.2	1' 3"	57.1	1' 20"	45.	2' 45"	21.8
31"	116.1	42"	85.7	53"	67.9	1' 4"	56.2	1' 25"	42.3	3'	20.
32"	112.5	43"	83.7	54"	66.6	1' 5"	55.3	1' 30"	40.	3' 30"	17.1
33"	109.1	44"	81.8	55"	65.4	1' 6"	54.5	1' 35"	37.9	4'	15.
34"	105.9	45"	80.	56"	64.2	1' 7"	53.7	1' 40"	36.	5'	12.
35"	102.9	46"	78.3	57"	63.1	1' 8"	52.9	1' 45"	34.3	6'	10.
36"	100.	47"	76.6	58"	62.	1' 9"	52.1	1' 50"	32.7	7'	8.6
37"	97.3	48"	75.		61.	1' 10"	51.4	1' 55"	31.3	8'	7.5
38"	94.7	49"	73.5	1'	60.	1' 11"	50.7	2'	30.	10'	6.
39"	92.3	50"	72.	1' 1"	59.	1' 12"	50.	2' 15"	26.6		
40"	90.	51"	70.6	1' 2"	58.	1' 15"	48.	2' 30"	24.		

**CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS**

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
1	Ontario, Pomona	Salt Lake City or beyond	
9	Ontario	Salt Lake City or beyond	
9	Victorville	Any station	Any station
*37	Any station	Any station	Any station
103	Riverside	Any station	Los Angeles
2	Pomona, Ontario		Salt Lake City or beyond
10	Pomona, Ontario		Salt Lake City or beyond
10	Victorville	Any station	Any station
*38	Any station	Any station	Any station
104	Riverside	Los Angeles	Any station where No. 104 stops

\*Includes non-revenue passengers.



WESTWARD

FIRST SUBDIVISION

Car capacity of sidings, etc. See Rule 6(A). Page 8	SECOND CLASS		FIRST CLASS				Distance from Salt Lake City
	259 Time Freight	299 Stock Special	37 Passenger	9 Passenger	1 Passenger	103 Streamliner Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	
OPTWYE	4.00PM	1.45AM	8.15PM	7.10AM	2.45AM	1.25AM	449.8
117 P							454.7
Y							457.0
107 PW			f 8.35	7.27	3.02	1.41	401.5
104 P			f 8.45	7.37	3.12		469.0
115 P			8.53	7.44	3.19	1.58	474.7
116 P			9.01	7.51	3.26		482.9
118 P			9.06				487.7
66 P			9.10	7.59	3.34		492.3
125 P			9.14				496.8
118 PW			9.19	8.07	3.42 <sup>38</sup>	2.19	501.5
117 P			9.26				506.5
117 P			9.32	8.18	3.53		511.9
117 P			f 9.40 <sup>104</sup>				516.5
117 P			9.50	8.28	4.03		521.1
106 P			9.55				526.0
103 } PY			10.01	8.37	4.12	2.48 <sup>38</sup>	529.8
107 }							
115 P			10.07	8.43	4.18	2.52	533.8
117 P			10.12				536.9
118 P			10.18	8.54	4.29		540.0
117 P			10.25				544.9
OPWY			s 10.37	9.08	4.43	3.07	548.5
114 P			10.43				553.4
117 P			10.48				558.1
81 P			10.52	9.21	4.56		562.1
106 PW			10.57				566.4
117 P			11.03				572.1
117 P			11.10	9.39	5.14	3.32	579.7
126 P			11.16	9.46	5.21		587.1
70 P			11.23				592.6
125 P			11.29	9.58	5.33		596.7
117 P			11.35				601.6
117 P			11.40	10.08	5.42		606.2
117 PW			11.45				610.7
115 P			11.50PM			4.00	615.7
OPTWY	A 1.00AM	A 7.15AM	A 12.01AM	A 10.25AM	A 5.57AM	A 4.07AM	620.8

Time-Table No. 7

April 29, 1951

STATIONS

DN-R LAS VEGAS YL VG
4.9
BRACKEN
2.3
<b>BOULDER JCT.</b>
4.5
D ARDEN A
7.5
D SLOAN SX
5.7
ERIE
8.2
D JEAN JE
4.8
BORAX
4.6
ROACH
4.5
CALADA
4.7
DESERT
5.0
D NIPTON OH
5.4
MOORE
4.6
IVANPAH
4.6
BRANT
4.9
JOSHUA
3.8
OIMA YL
4.0
CHASE
3.1
ELOA
3.7
DAWES
4.3
HAYDEN
8.6
DN KELSO YL FO
4.9
FLYNN
4.7
KERENS
4.0
GLASGOW
4.3
SANDS
5.7
BALOH
7.6
CRUCERO
7.4
BASIN
5.4
AFTON
4.2
DUNN
4.9
FIELD
4.6
MANIX
4.5
HARVARD
5.0
TOOMEY
5.1
DN-R YERMO YL BN
171.0

CENTRALIZED TRAFFIC CONTROL

Thru Time ..... (9.00) 19.0 (5.30) 31.1 (3.46) 45.4 (3.15) 52.6 (3.12) 53.4 (2.42) 63.3 ..... Average speed per hour

All first-class trains will register at Yermo by train registering ticket.  
For conditional stops to discharge or pick up revenue passengers.—See Page 3.  
For stations not shown on schedule pages.—See Page 11.

FIRST SUBDIVISION

EASTWARD

Car capacity of sidings, etc. See Rule 6(A). Page 8	FIRST CLASS				SECOND CLASS		Distance from Salt Lake City
	38 Passenger	10 Passenger	2 Passenger	104 Streamliner Passenger	260 Time Freight	256 Time Freight	
	Daily	Daily	Daily	Daily	Daily	Daily	
OPTWYE	A 5.10AM	A 6.15PM	A 7.30PM	A 10.45PM	A 12.45PM	A 3.30AM	884.2
117 P	4.55	5.59	7.16	10.35			829.3
Y							827.0
107 PW	f 4.45	5.52	7.09	10.29			822.5
104 P	f 4.32						815.0
115 P	4.20	5.37	6.54	10.14			809.3
116 P	s 4.08						801.1
118 P	3.57						296.3
66 P	3.52						291.7
125 P	3.47						287.2
118 PW	3.42 <sup>1</sup>	5.13	6.30				282.5
117 P	f 3.30						277.5
117 P	3.20						272.1
117 P	f 3.14	5.00	6.17	9.40 <sup>37</sup>			267.5
117 P	3.04						262.9
106 P	2.58						258.0
103 } PY	f 2.48 <sup>103</sup>	4.49	6.06	9.29			254.2
107 }							
115 P	2.38	4.41	5.58	9.21			250.2
117 P	2.30						247.1
118 P	2.21	4.26	5.43	9.06			243.4
117 P	2.13						239.1
OPWY	s 2.05	s 4.10	5.27	8.50			235.5
114 P	1.53	3.59	5.18	8.42			230.6
117 P	1.48						225.9
81 P	1.43						221.9
106 PW	1.37						217.6
117 P	1.31						211.9
117 P	1.25	3.35	4.54	8.20			204.3
126 P	1.18						196.9
70 P	1.11						191.5
125 P	1.05	3.15	4.34	8.04			187.3
117 P	1.00						182.4
117 P	12.55						177.8
117 PW	12.51						173.3
115 P							168.3
OPTWY	12.40AM	2.53PM	4.12PM	7.45PM	6.05AM	8.45PM	163.2

CENTRALIZED TRAFFIC CONTROL

Thru Time ..... (4.30) 38.9 (3.22) 50.8 (3.18) 51.8 (3.09) 57.0 (6.40) 25.8 (6.45) 25.3 ..... Average speed per hour

All first-class trains will register at Yermo by train registering ticket.  
For conditional stops to discharge or pick up revenue passengers.—See Page 3.  
For stations not shown on schedule pages.—See Page 11.



WESTWARD

SECOND SUBDIVISION

Car capacity of sidings, etc. See Rule 6(A), Page 8	SECOND CLASS				FIRST CLASS				Distance from Salt Lake City	Time-Table No. 7			
	299 Stock Special		259 Time Freight		9 Passenger		1 Passenger			103 Streamliner Passenger		37 Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	
OPTWT	7.45AM	1.45AM	10.30AM	6.00AM	4.07AM	12.10AM	620.8	C.T.C. { DN-R YERMO YL BN 4.6					
IP			10.38AM	6.10AM	4.15AM	12.23AM <sup>38</sup>	625.4	DN DAGGETT H 8.8					
			S 10.53AM	S 6.25	S 4.25	S 12.50	684.2	BARSTOW BA 80.8					
			S 1.00PM	S 8.35	S 6.25	S 3.10	715.0	SAN BERNARDINO B 3.6					
			1.10	8.45	6.33	3.20	718.5	COLTON 6.3					
IP			1.20PM	8.55AM	6.43AM	3.30AM	724.8	S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL } Two Main Tracks					
P			S 1.25 <sup>2</sup>	S 9.00	6.45	S 3.40	725.5	DN RIVERSIDE YL 0.7					
AI							727.8	P. E. CROSSING 2.3					
124 P							729.2	STREETER 1.4					
113 P							730.0	ARLINGTON 0.8					
122 TP							784.7	BLY 4.7					
122 P			1.40	9.15	6.57	S 4.00	737.4	DN MIRA LOMA V 2.7					
I							744.9	S. P. CROSSING 7.5					
PW			1.48	9.23	7.03	S 4.20	745.2	DN ONTARIO YL RA 0.3					
123 P							747.5	SUNSWEEP 2.8					
P							750.0	S. P. CROSSING 2.6					
P			S 1.57	9.32	7.11	S 4.40	751.0	DN POMONA YL PO 1.0					
118 P							754.1	SPADRA 3.1					
122 P							758.6	WALNUT 4.5					
122 PW			2.15	9.50		4.58	766.0	D HILLGROVE BG 7.4					
P							772.1	WHITTIER JCT. 6.1					
118 P			2.23	9.58	7.30	S 5.07	772.7	D PICO K 0.6					
67 P							774.5	D MONTEBELLO MK 1.8					
			S 2.30	S 10.10	S 7.40	S 5.25	777.3	EAST LOS ANGELES YL 2.8					
OPTWT	A 3.30PM	A 12.45PM					777.4	DN-R EAST YARD YL D 0.1					
P							780.2	DOWNEY ROAD YL 2.8					
I							781.3	NINTH ST. JCT. YL 1.1					
I							783.0	FIRST ST. YL 1.7					
I			2.53	10.27	7.53	5.52	783.9	PASADENA JCT. YL 0.9					
I							784.0	A. T. & S. F. Csg. (Mission Tower) 0.1					
IP			A 3.00PM	A 10.40AM	A 8.00AM	A 6.00AM	784.7	DN-R LOS ANGELES UD 0.7					
							163.9	163.9					

(7.45) (11.00) (4.30) (4.40) (3.53) (5.50) ..... Thru Time  
20.2 14.2 36.4 35.1 42.2 28.1 ..... Average speed per hour

Time shown at Barstow, San Bernardino and Colton is for information only. Trains are governed by A. T. & S. F. Ry. time-table and rules while using their tracks between Daggett and Riverside Jct. and are governed by L. A. U. P. T. rules while using their tracks between Los Angeles and terminal limits, 200 feet west of A. T. & S. F. Csg. (Mission Tower). Movement of trains and engines between Pasadena Jct. and Los Angeles is governed by interlocking signals.  
All first-class trains will register at Yermo by train registering ticket.  
For conditional stops to discharge or pick up revenue passengers.—See Page 3.  
For Stations not shown on schedule pages.—See Page 11.

SECOND SUBDIVISION

EASTWARD

Car capacity of sidings, etc. See Rule 6(A), Page 8	FIRST CLASS				SECOND CLASS		Mile-Post	Time-Table No. 7	
	10 Passenger		2 Passenger		104 Streamliner Passenger			38 Passenger	
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		Passenger	
OPTWT	A 2.50PM	A 4.11PM	A 7.45PM	A 12.35AM	A 8.00PM	A 5.00AM	163.2	C.T.C. { DN-R YERMO YL BN 4.6	
IP	2.38PM	4.04PM	7.37PM	12.23AM <sup>37</sup>			158.6	DN DAGGETT H 8.5	
	S 2.25	S 3.52	7.27	S 12.10AM			150.1	BARSTOW BA 82.8	
	S 12.20	S 1.50	S 5.38	S 9.55PM			67.8	SAN BERNARDINO B 2.8	
	12.07PM	1.37	5.25	S 9.32			64.5	COLTON 6.3	
IP	11.57AM	1.27PM	5.15PM	9.20PM			58.2	S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL } Two Main Tracks	
P	S 11.55	S 1.25 <sup>9</sup>	5.13	S 9.15			57.5	DN RIVERSIDE YL 0.7	
AI							55.2	P. E. CROSSING 2.8	
124 P	11.43	1.15					58.8	STREETER 1.4	
113 P							58.0	ARLINGTON 0.8	
122 TP							48.8	BLY 4.7	
122 P	11.35	1.07		8.52			45.6	DN MIRA LOMA V 2.7	
I							38.1	S. P. CROSSING 7.5	
PW	11.28	1.00	4.53	S 8.35			37.8	DN ONTARIO YL RA 0.3	
123 P							35.5	SUNSWEEP 2.8	
P							33.0	S. P. CROSSING 2.6	
P	11.20	12.50	4.46	S 8.27			32.0	DN POMONA YL PO 1.0	
118 P							28.9	SPADRA 3.1	
122 P							24.4	WALNUT 4.5	
122 PW	11.02	12.32		8.02			17.0	D HILLGROVE BG 7.4	
P							10.9	WHITTIER JCT. 6.1	
118 P							10.8	D PICO K 0.6	
67 P							8.5	D MONTEBELLO MK 1.8	
	S 10.50	S 12.20	S 4.20	S 7.50			5.7	EAST LOS ANGELES YL 2.8	
OPTWT					10.30AM	8.30PM	5.6	DN-R EAST YARD YL D 0.1	
P							2.8	DOWNEY ROAD YL 2.8	
I							1.7	NINTH ST. JCT. YL 1.1	
I							0.0	FIRST ST. YL 1.7	
I								PASADENA JCT. YL 0.9	
I								A. T. & S. F. Csg. (Mission Tower) 0.1	
IP	10.30AM	12.01PM	4.00PM	7.30PM				DN-R LOS ANGELES UD 0.7	
	Daily	Daily	Daily	Daily	Daily	Daily	165.2	165.2	

Thru Time ..... (4.20) (4.10) (3.45) (5.05) (9.30) (8.30)  
Average speed per hour..... 38.1 39.6 44.0 32.5 16.5 18.5

Time shown at Colton, San Bernardino and Barstow is for information only. Trains are governed by A. T. & S. F. Ry. time-table and rules while using their tracks between Daggett and Riverside Jct. and are governed by L. A. U. P. T. rules while using their tracks between Los Angeles and terminal limits, 200 feet west of A. T. & S. F. Csg. (Mission Tower). Movement of trains and engines between Pasadena Jct. and Los Angeles is governed by interlocking signals.  
All first-class trains will register at Yermo by train registering ticket.  
For conditional stops to discharge or pick up revenue passengers.—See Page 3.  
For Stations not shown on schedule pages.—See Page 11.



**WESTWARD — ANAHEIM BRANCH — EASTWARD**

Car capacity of sidings, etc. See Rule 6(A), Page 8	Distance from Whittier Jct.	Time-Table No. 7 April 29, 1951		Mile-Post
		STATIONS		
	0.0			0.0
	2.3			
18	2.3	D	WHITTIER YL WR	2.3
	4.6			
	6.9		PAC. ELEC. CROSSING	6.9
	9.7		LA HABRA HA	9.7
	10.5		PAC. ELEC. CROSSING	10.5
6	18.8		SUNNY HILLS	18.8
1	15.5		A. T. & S. F. CROSSING	15.5
11	17.3	D	FULLERTON RN	17.3
40	20.0	D	ANAHEIM YL MN	20.0
	20.0			20.0

**WESTWARD — BOULDER CITY BRANCH — EASTWARD**

Car capacity of sidings, etc. See Rule 6(A), Page 8	Distance from Boulder Jct.	Time-Table No. 7 April 29, 1951		Mile-Post
		STATIONS		
	0.0			0.0
	9.8	D	HENDERSON RB	9.8
60	22.4	D-R	BOULDER CITY YL BC	22.4
	22.4			22.4

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
For stations not shown on schedule pages.—See Page 11.

**SYMBOLS AND ABBREVIATIONS (Rules 6 and 6(A))**

**Rule 6**

The following letters placed before figures of a schedule indicate:

- s —regular stop;
- f —flag stop to receive or discharge traffic;
- A—arrive.

**Rule 6(A)**

The following letters placed in column with station name in time-table indicate:

- D —day operator;
- N —night operator;
- DN—day and night operator;
- R —train register;
- YL—yard limits.
- Y —wye;
- Z —track scales;
- AI —automatic interlocking signals;
- CS —center siding;
- ES —eastward siding;
- WS —westward siding;
- RCS—remote control switch.

**WESTWARD SAN PEDRO BRANCH EASTWARD**

Car capacity of sidings, etc. See Rule 6(A), Page 8	Distance from First Street Los Angeles	Time-Table No. 7 April 29, 1951		Mile-Post
		STATIONS		
	8.1			8.1
	8.6			8.6
	5.1			5.1
15	5.8			5.8
77	7.4			7.4
	9.4			9.4
13	11.2			11.2
	12.5			12.5
61	14.8			14.8
73	14.6			14.6
75	17.4			17.4
	19.1			19.1
	21.7			21.7
	21.9			21.9
	22.3			22.3
	23.2			23.2
	24.2			24.2
	25.9			25.9

**SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:**

Designation "Str." — Train with Diesel-electric Engine and all light-weight roller-bearing passenger train equipment.  
Designation "Psgr." — Train with steam Engine and all passenger train equipment; train with Diesel-electric Engine and all passenger train equipment, any car of which is not light-weight roller-bearing.  
Designation "Frt." — Train with freight cars; train with caboose only; Engine without cars.  
When Diesel-electric passenger Engine is operated without train, a speed of 60 miles per hour must not be exceeded and all lesser speed restrictions specified under "Psgr." trains will govern.  
On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.  
When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.  
Where rules, special rules or bulletins require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

**GENERAL**

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	79	79	50	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35
DLS and Stock Specials: On straight track, where not otherwise restricted. On curves, where not otherwise restricted.			60 50	Trains handling water cars converted from Vanderbilt type engine tenders on secondary tracks and branch lines.			20
Freight trains handling tonnage in excess of 65 tons per operative brake.			40	Jordan spreaders and other machines of spreader type, when in operation.			15
Inspection bus cars.		40	40	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. On branch lines. (Slower speed must be observed where conditions require.)			25 15
When caboose is handled in train consisting of passenger train equipment.		60		Trains handling rock from Bly and trains handling empty flat cars in rock service.			30
Diesel-electric switch engines in road service.	35	35	35	Within yard limits protected by continuous block signals.	60	50	25
Diesel-electric Engine running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Within yard limits not protected by continuous block signals. On main line. On branch lines.	50	40 30	25 15
Diesel-electric Engine in road or helper service: Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling a train. Backing up light.	40	40	40 40	When using cross-overs or turn-outs: Forward movement. Back-up movement.	15 10	15 10	15 10
Mountain Type Engines. Steam Engines numbered in 5000 series. McArthur Type Engines. Steam Engines moving backward.	20	70 50 55 20	50 50 50 20	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
Trains handling scale test cars: On main line. On branch lines.			30 20	Over spring switches, when not using turn-out but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20
Trains handling loaded wooden Hart convertible cars: On main line. On branch lines.			30 20	Wye tracks.	6	6	6
Trains handling company roadway machines on their own wheels, except wrecking derricks: On main line: On straight track. On curves. On branch lines.			30 25 15				

**FIRST SUBDIVISION**

Location	Str.	Psgr.	Frt.	Location	Str.	Psgr.	Frt.
Las Vegas Between M.P. 334.2 and 332.9.	20	20	20	Cima to Kelso Diesel-electric Engine running light with dynamic brake in operation and passenger trains handled by Diesel-electric engines with dynamic brake in operation.		45	45
Arden Between M.P. 321.0 and 320.6.	65	55	45				
Between M.P. 319.7 and 318.5.	40	40	30				
Between M.P. 317.1 and 315.0.	40	40	30				
Sloan Between M.P. 315.0 and 314.6. See Note.	40	40	30	Cima to Kelso, any train handling four or more tourist cars, except when handled with Diesel-electric Engine with dynamic brake in operation.		30	
Between M.P. 313.6 and 312.6.	79	70	50				
Between M.P. 312.5 and 311.7.	45	40	30				
Between M.P. 309.8 and 309.3. See Note.	70	60	50				



**FIRST SUBDIVISION (Cont'd)**

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
<b>Cima to Kelso</b> All freight and mixed trains except when handled with Diesel-electric Engine with dynamic brake in operation, will consume 5 mins. running the first mile and 4 mins. the second mile, after leaving Cima, to avoid too rapid heating of wheels.	60	40	20	<b>Flynn</b> Between M.P. 223.9 and 223.5.	79	70	50
<b>Cima to Kelso</b> Streamline trains handled with automatic brake control and retaining valves in use.	45			<b>Basin</b> Between M.P. 196.2 and 193.8.	60	50	40
<b>Kelso</b> Between Signals 2359 and 2352.	20	20	20	Between M.P. 193.7 and 191.8	50	40	30
Between M.P. 231.2 and 230.9. See Note.	70	60	50	<b>Afton</b> Between M.P. 190.9 and 188.4. See Note.	55	45	35
				<b>Dunn</b> Between M.P. 187.0 and 186.2. See Note.	70	60	50
				<b>Yermo</b> Between east and west switches of passenger siding, M.P. 163.5 and 162.7.	20	20	20

**SECOND SUBDIVISION**

<b>Yermo</b> Between east and west switches of passenger siding, M.P. 163.5 and 162.7.	20	20	20	<b>Spadra</b> Between M.P. 25.3 and 25.1. See Note.	70	60	50
Between M.P. 161.7 and 161.4	70	60	50	<b>Walnut</b> Between M.P. 23.8 and 23.6.	70	60	50
Between M.P. 159.0 and 158.8.	15	15	15	<b>Hillgrove</b> Between M.P. 15.3 and 15.1.	55	45	35
<b>Riverside Jct.</b> Between M.P. 58.1 and 57.8.	20	20	20	Between M.P. 13.9 and 13.6.	70	60	50
Between M.P. 56.0 and 55.2	50	40	30	Between M.P. 11.3 and 10.9.	70	60	50
PE crossing M.P. 55.2.	50	40	30	<b>Whittier Jct.</b> Between M.P. 10.4 and 10.2. See Note.	60	50	40
<b>Streeter</b> Between M.P. 53.7 and 53.4. See Note.	60	50	40	<b>Montebello</b> Over Power operated Switch M.P. 7.72; Using straight track.	50	50	50
<b>Arlington</b> Between M.P. 52.3 and 51.8.	65	55	45	Using turn out.	25	20	20
Between M.P. 50.7 and 49.9.	70	60	50	<b>East Yard</b> Between M.P. 3.3 and 1.7.	25	25	20
<b>Mira Loma</b> S. P. Crossing M.P. 38.1.	30	30	25	Between M.P. 0.1 and West 0.3.	25	25	20
<b>Pomona</b> Between M.P. 32.5 and 31.5.	40	40	25	Between West M.P. 0.3 and Pasadena Jet.	15	15	15
Between M.P. 29.5 and 29.1. See Note.	70	60	50	Between Pasadena Jet. and Los Angeles River Bridge.	15	15	15

**BRANCHES**

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Fr.		Psgr.	Fr.
<b>Boulder City Branch</b> Between M.P. 11.2 and 11.5.	30	30	<b>San Pedro Branch</b> Lead known as Consolidated Lumber Company track: On straight track.	30	30
Between M.P. 17.8 and 19.0.		20	On curves.		10
<b>Blue Diamond Spur</b> Arden to M.P. 8.		20	<b>Vernon, city limits.</b>	12	12
M.P. 8 to end of track.		12	<b>Henry Ford Ave. drawbridge.</b>	15	15
<b>Crestmore Branch</b> Between Bly and Crestmore.		15	<b>Pasadena Branch</b>	12	12
<b>Anaheim Branch</b> Between M.P. 2.0 and 2.5.		15	<b>Glendale Branch</b>	12	12
Between M.P. 12.0 and 13.0.		10	Trains and engines are governed by S. P. Co. time-table and rules while using S. P. Co. tracks between Avenue 18 and Arroyo Jet.		

Note: Referring to Special Rule 10(R) Reduce Speed Signs or Resume Speed Signs have been placed on Fireman's side of track at following points:

Eastward		Westward	
M.P. 309.8	M.P. 230.5	M.P. 314.6	M.P. 54.2
M.P. 308.8	M.P. 24.6	M.P. 191.3	M.P. 29.1
		M.P. 187.5	M.P. 10.2

**STATIONS NOT SHOWN ON SCHEDULE PAGES**

Location	Mile Post	Car Capacity, See Rule 6 (A)	Switch Connection	Location	Mile Post	Car Capacity, See Rule 6 (A)	Switch Connection
<b>First Subdivision</b>				<b>Glendale Branch</b>			
Cinderlite Spur	330.1	19 P	East	Taylor Milling Co.	4.2	15	West
Blue Diamond	321.8	P	West	Pacific Fence	5.3	4	East
Basin Gravel Pit	196.9	117	East	Delay Drive	5.5	12	West
New Dunn	188.5	20 P	Both	Pottery Spur	5.7	2	West
				Westcraft, Inc.	5.8	8	West
<b>Second Subdivision</b>				Modglin Co., Inc.	5.8	6	West
Magnolia Ave.	55.2	13	East	Sawyer Cabinet Co.	6.1	2	East
Stearns Winery	45.8	226	East	Forest Lawn	6.2	3	Both
Champagne	43.5	45	Both	Glendale	7.7	5	Both
Ballou	40.5	41	Both	<b>Pasadena Branch</b>			
Winery Spur	39.1	12	West	Baker Spur	5.3	5	East
San Antonio Meat Co.	34.1	22	East	Team Track	5.4	1	West
Industrial Spur	27.0	38	East	Municipal Light Plant	8.2	8	East
Fallon	21.7	9	West	Municipal Light Plant	8.3	7	Both
Clayton	13.5	8	East	Lennox Furnace Co.	8.5	2	East
St. Helens Spur	11.1	16	West	Crown Fence & Supply Co.	8.6	2	West
				A. C. Vroman Inc.	9.3	3	East
				Pasadena	9.8	19	Both
<b>Boulder City Branch</b>				<b>San Pedro Branch</b>			
Magnesium	10.5	20	Both	Flood Control Spur	8.5	3	East
				Rancho Los Amigos	10.0	3	East
<b>Crestmore Branch</b>				Dayton Foundry Co.	10.2	6	West
Ennis	3.1	15	Both	Hollydale Spur and Waldrip Engr. Co.	10.4	18	West
Ormand	3.9	14	Both	Macco Corporation	11.5	15	West
Ormand Quarry	3.9	78	West	Auto Lite Battery	11.6	19	East
Crestmore	6.9	Yard	Both	Ohio Rubber Co.	13.2	26	West
				Export Petroleum Co.	13.5	20	West
<b>Anaheim Branch</b>				Richfield Oil Co.	13.8	36	East
Gladding McBean Track	0.2	9	Both	Exeter Refining Co.	14.1	20	East
Sunny Hills Spur	13.8	118	West	Operators Refining Co.	14.4	19	West
Fullerton Industrial Lead	15.4	30	West	<b>Lakewood Branch</b>			
California Juice Inc.	19.1	13	West	Lakewood	16.2	13 P	Both
Southern California Citrus	19.2	16	West	Douglas Aircraft Spur & Wye	16.5		Both
				Montana Ranch Spur	16.9	6	East
				Richfield Oil Spur	17.1	47	West
				City of Long Beach Water Dept.	17.1	8	East
				Hancock Refinery Spur	17.2	26	East
				Cherry Ave. Team Track	17.2	17	East

**SET OUT TRACKS**

Location	Mile Post	Car Capacity	Switch Connection	Location	Mile Post	Car Capacity	Switch Connection
<b>First Subdivision</b>				<b>Second Subdivision</b>			
Bracken	329.3	12	Both	Bly	48.3	89	Both
Arden	321.9	15	Both	Walnut	24.4	10	Both
Sloan	315.2	15	West	Hillgrove	17.0	30	Both
Erie	309.1	12	Both	Pico	10.3	26	Both
Jean	300.8	10	East	Montebello	8.5	30	Both
Borax	296.9	14	Both				
Roach	291.5	11	Both				
Calada	287.1	14	Both				
Desert	282.2	11	Both				
Nipton	277.7	12	Both				
Moore	271.9	8	Both				
Ivanpah	267.2	12	Both				
Brant	262.8	7	Both				
Joshua	258.0	12	Both				
Cima	254.2	20	Both				
Chase	250.3	11	Both				
Elora	246.8	9	Both				
Dawes	243.4	16	Both				

**MILEAGE**

Main Line	338.5
Branches	83.0
<b>Total</b>	<b>421.5</b>